- 1.5%	M		2004/02/10 : CIA			25X1A
IC	Neuruppin Air	д ДСГДДД постояння выпостительно постоя по станования по	концен (ок. 1820го: 1809 г. п.н. – эт т. т. н. группы мыратосий и те и дей Ангандре НА н.в.	Market (1915年)(AMANUMAN MERSENSENDER (1915年)) 1915年(1916年)	neuroliti viiti saadile vaada vaada T Saatta aa ka vasta oo ka saada ka vasta oo ka saada ka vasta oo ka saada	
2 423 Explorer College of Popular monte about an	र जिल्लाका के प्रशासन के प्राप्त का प्रमुख्य के स्थापन के प्रमुख्य के प्रमुख्य के प्राप्त के प्राप्त के प्रमुख प्रमुख्य के प्रमुख्य के प्रशासन के स्थापन के प्रमुख्य के स्थापन के प्रमुख्य के प्रमुख्य के प्रमुख्य के प्रमुख्य	e communicativo de la referencia de la communicación de communicación de la communicac	aran menerukan kendungan di dipertukan di pertubah dan pertubah di kendungan di dipertubah di dipertubah di di	na 6 notice (und labored distribute vibrance and considerate (under the under the unde	☐ 25X1	· ·
XJATION		PLAC	·		Street, early at 2 register, with an array treat, visiting (specifying) Street light methods	Department of the second service of the second
TE OF CONT	ENT. 23 Decemi	er 1952 to 26	Sanuary 1953	n sentamente register i cu diferente e la cump e che cudifférente i registración disesticam	eks manufallende er	MICH SPECIAL SERVICE S
TE OBTAINED)	Apriliana — Odio y Confedendo	DATE PREPAI	RED19 Febr	uery 1953	Kapada Indonesia is in the Capada
FERENCES_	grannen 65-regie salente s.774 (de 17 adiskernegiek) de 7 kantis (25X1	gentychol i v 200 till gen ett. 20-styr steller filmakriv 419 direcklikkriv 1-stylle	a name in a succession and a succession of the s	and the state of the substitution of the subst	pand-1 or Albaha and productive control
GES	4 ENCLOS	URES (NO. & TYP	Е) експлинатично полите прогимента начинати	Candar variotista i - moderificonarrichmodern naturanismus registratura	er description des seus de seus des seus des	gggan, superior action or schemely d
			- Normaldian (1987) IV ADDIT VOING SKOP I BATEN BERKEN MER		The state of the s	plya – vang sa myannan ka iyanca kula sulahiliki (1807)
EMARKS	ar yang garang kaling di karang yan salikin babayi. A sa					
ephoto jajaj (Marki samino jaja) je saminajaj	SELVENNE EN MED TENNESPHIK TENNESPHIKEN MED TENNESPHIKEN	THE PERSON AND PROPERTY OF THE PERSON OF THE	elemente est derrotatible d'a Colon a la Constant est (March 18) sol de lemente des désentes de la colon de la		r mennyakan melanci angali sisti daga kati tangga bisang pangan dan dan mengganggan pangan da	(Marie III - Transport and Company (Company)
ggrivens v desti yrgg tilgalerment over övgunst eller statistiskalla	n (servi saliniques conseguir salidad y sirence charles et as per camadages) as consedences	waar e saabe kii aasa de Saada ka saabiiki ee ole gay eegan oo ee dhe dheelee ca	and the state of t	CHARLES TO SALES HAVE AND AND AND THE SECURISH SECURISH HER SAME SHOULD BE SAME AND	(recently) and approved a finite of the desired manners of the approximation and the approximation of the approximation of the approximation and the appr	MAKEN OG "THEMPSTITERE VENETTERAGERET
5X1		make pendigisks 2 omsten myskille den mikalegisk likelik stere. De som stelleret i	namenelli ustalaennym neustinosis ilis sissee (sanytinisy) eile jäälä eleksläines	er aleman in colonie de « allegation de continues de les ce extense as series de la colonie de la colonie de l	, nga dingang na makasan 3. dinga salah menjakan di ngahaman 14 dan ada 1824 1880.	entropy to retain and one of the second food
A o in 10000 anning the St 200 St Value of automatical			· .			
				25X1X		•
1.	The followin	g air activity	y wnd alreraft w ber 1952 and 17	ere observed	at "euruppin	
25X1X	23 December a	Between 10 a. dividual take-	,m. and noon, th -offs were made	pere was air a by Mi ^G -15s ov	etivity by Po-2s er Neuruppin	3
	and three in airfield. 25 December. vity by five 26 December. including for turning a reand at its of free. At 11: left wing of the cabin. If the noise of seconds, the adult rear	Between 10 a. MiG-15s. At 10:45 a.m. our with auxilion of the runwer deges, the snow 45 a.m., a man a MiG-15, one of the flywheel engine was sing noise. Their	offs were made .m. and 2 p.m., ., nime canvas— iary fuel tanks, ay. The entire r w was swept n wearing a fur- ened the cabin r the flap, a not- starter unit co tarted and ran r n, the engine we	there was a leavered swept- , were parked runway was cle together leading jacket contact to the rise was heard with a Ju-52 plant as stopped and	ittle air acti- back jet fighter on the eastern aned of snow ving the lamps limbed on the ght, and entered hich resembled a. After some nutes making the man des-	.cs,
	and three in airfield. 25 December. wity by five 26 December. including for turning a read at its of free. At 11: left wing of the cabin. If the noise of seconds, the adult rearricended from of observation.	Between 10 a. MiG-15s. At 10:45 a.m. our with auxilion of the runwedges, the snow 45 a.m., a man at the flywheel a engine was sing noise. Their the plane, at the flywheel the plane, at the plane was sing noise. Their the plane, at the flywheel the plane, at the flywheel the plane, at the flywheel the plane was sing noise.	.m. and 2 p.m., ., nine canvas— iary fuel tanks, ay. The entire i w was swept n wearing a fur- ened the cabin i the flap, a not- started and ran; n, the engine wa about noon, sou gime was run for	there was a leavered swept- , were parked runway was cle together leading jacket conflap to the rise was heard with a Ju-52 plan for about 2 mi as stopped and urce heard from 2 minutes and reading to the reading the reading to the reading the reading to the rea	ittle air acti- back jet fighter on the eastern aned of snow ving the lamps limbed on the ght, and entered hich resembled a. After some nutes making the man des- m another point d, subsequently	es,
	and three in airfield. 25 December. vity by five 26 December. including for turning a read at its afree. At 11: left wing of the cabin. If the noise of seconds, the adult roarrended from of observation a take-off the lanuary. Visibility	Between 10 a. MiG-15s. At 10:45 a.m. our with auxilian of the runwardges, the snot 45 a.m., a man a MiG-15, open a fter closing the flywheel a engine was sing noise. Their the plane. At 12:30 p.m. was limited to	offs were made .m. and 2 p.m., ., nime canvas—ciary fuel tanks, ay. The entire is was swept n wearing a furened the cabin is the flap, a mois starter unit of tarted and ran; the engine was about noon, so gime was run for activity coing the was not soon there was not 500 meters.	there was a leavered swept- , were parked runway was cle together leadine jacket of flap to the rise was heard with a Ju-52 plan for about 2 mi as stopped and urce heard from timues until air activity in	ittle air acti- back jet fighter on the eastern aned of snow ving the lamps limbed on the ght, and entered hich resembled a. After some nutes making the man des- m another point d, subsequently 4 p.m. n foggy weather	es,
	and three in airfield. 25 December. vity by five 26 December. including for turning a roand at its afree. At it: left wing of the cabin. It the noise of seconds, the adult roarricended from of observatia take-off the Lanuary. Visibility the lanuary sed cloud be activity was	Between 10 a. MiG-15s. At 10:45 a.m. At 10:45 a.m. or the runwarders, the snot 45 a.m., a market closing the flywheel engine was sing noise. Their clane. At ion that an engas observed. At 12:30 p.m. At about 10 a ase was at an a discontinued	offs were made .m. and 2 p.m., ., nime canvas— iary fuel tanks, ay, The entire i w was swept n wearing a fur- ened the cabin i the flap, s noi- started and ran; n, the engine wa about noon, so gime was run fo air activity co there was no there was no altitude of about about 2 p.m.	there was a leavered swept- , were parked runway was cle together lea- line jacket c flap to the rise was heard w f a Ju-52 plan for about 2 min as stopped and urce heard from the continued until air activity in local flying wat 300 meters. At ll a.m.,	back jet fighter on the eastern aned of snow ving the lamps limbed on the ght, and entered hich resembled e. After some nutes making the man desmanother point d, subsequently 4 p.m. n foggy weather. Air jet planes	es,
	and three in airfield. 25 December. vity by five 26 December. including for turning a read at its free. At 11: left wing of the cabin. It he noise of seconds, the adult rearricended from of observatia take-off 12 January. Visibility 13 January. sed cloud bactivity was were heard cleared up	Between 10 a. MiG-15s. At 10:45 a.m. At 10:45 a.m. or with auxilion of the runwer adges, the snot 45 a.m., a market closing the flywheel a engine was sing noise. Their closing the plane. At lon that an engas observed. At 12:30 p.m. was limited to At about 10 a lase was at an a discontinued flying over the 5/10 overca	offs were made .m. and 2 p.m., ., nime canvas— iary fuel tanks, ay, The entire i w was swept n wearing a fur- ened the cabin i the flap, a noi- starter unit of tarted and ran : n, the engine we about noon, so gine was run for Air activity co there was no 500 metersm., there was altitude of abo	there was a leavered swept- , were parked runway was cle together lea- line jacket c flap to the rise was heard w f a Ju-52 plan for about 2 mi as stopped and urce heard fro r 2 minutes an ntimed until air activity i local flying w ut 300 meters. At 11 a.m., e afternoon, t	back jet fighter on the eastern aned of snow ving the lamps limbed on the ght, and entered hich resembled e. After some nutes making the man desmanother point d, subsequently 4 p.m. a foggy weather jet planes he weather	es,
	and three in airfield. 25 December. vity by five 26 December. including for turning a read at its afree. At 11: left wing of the cabin. It he noise of seconds, the adult rearricended from of observatia take-off 12 January. Visibility 13 January. sed cloud be activity was were heard up between 5:11 M January. intervals of	Between 10 a. MiG-15s. At 10:45 a.m. at 10:45 a.m. for of the runwer of the runwer of the flywheel of the flywheel of the flywheel of the flywheel of the flame. At the flame, at 12:30 p.m. at 12:30 p.m. at about 10 a as was at an at discontinued flying over the 5/10 overcal and 8 p.m. after 11:30 af about one ho	offs were made .m. and 2 p.m., ., nine canvas— iary fuel tanks, ay, The entire i w was swept in wearing a fur- ened the cabin i the flap, a noi- starter unit of tarted and ran i n, the engine wa about noon, so gine was run fo air activity co there was no 500 metersm., there was altitude of about at about 2 p.m. e clouds. In the	there was a leavered swept- , were parked runway was cle together leavered swept- line jacket common flap to the rise was heard with the second street of the second secon	ittle air acti- back jet fighter on the eastern aned of snow ving the lamps limbed on the ght, and entered hich resembled e. After some nutes making the man des- manother point d, subsequently 4 p.m. n foggy weather hile the clo- Air jet planes he weather by Fo-2s took off at	es,
	and three in airfield. 25 December. wity by five 26 December. including for turning a grand at its afree. At 11: left wing of the cabin. It he noise of seconds, the adult roarricended from of observation a take-off to 12 January. Visibility to 13 January. Sed cloud be activity was were heard cleared up between 5:114 January. intervals of tude of 800 16 January.	Between 10 a. MiG-15s. At 10:45 a.m. or with auxilian of the runwer dges, the snow 45 a.m., a market closing the flywheel engine was sing noise. Then that an engas observed. At 12:30 p.m. was limited to At about 10 a ase was at a. a discontinued flying over the 5/10 overcal and 8 p.m. After 11:30 a f about one hometers. At 9:20 a.m., on. Throughout	offs were made .m. and 2 p.m., ., nine canvas— iary fuel tanks, ay, The entire is wear was swept in wearing a fur- ened the cabin is the flap, s not starter unit of tarted and ran in, the engine was about noon, so gine was run for hir activity co there was no 500 meters. .m., there was altitude of about a tabout 2 p.m. e clouds. In the st and night flam, sweat—back ur. There was a	there was a leavered swept- , were parked runway was cle together lea -line jacket c flap to the rise was heard w fa Ju-52 plan for about 2 mi as stopped and urce heard from 2 minutes an attinued until air activity i local flying was a tll a.m., e afternoon, t ying was made to jet fighters -6/10 overcast was a closed	ittle air acti- back jet fighter on the eastern aned of snow ving the lamps limbed on the ght, and entered hich resembled a. After some nutes making the man des- manother point d, subsequently p.m. in foggy weather while the clo- Air jet planes he weather by Fo-2s took off at at an alti- ed on the easter cloud base	°S,

DECRET

25X1A

25X1

17 January. At 1:30 p.m., that the entire runway was free of snow. There was ground fog in the morning and clear visibility in the afternoon. No air activity was observed. Foldiers moved between the four shert planes and the nearby temporary buildings.

~ 2 ·

- 2. The temporary building at the eastern end of the runway, which was used by the crews of the alert planes had electric light since about mid-December 1952. The light was on throughout the night. Lines which connected this temporary building with the eastern hangar were high enough laid that aircraft could taxy undermeath.
- During some months, it was repeatedly observed that the train running the Neuruppin-Herzberg-Lovenberg line carried groups of up to 20 flight personnel who had come from the airfield to the railroad station with their luggage. In Loewenberg, the soldiers changed into trains toward Gransee. Personnel repeatedly arrived in Neuruppin in the same way. After Christmas 1952, many officers with their luggage were observed.²

25X1

25X1

25X1X

25*1

25X1

On 5 and 9 January, individual flights were observed at the field.

In early January, observed that excavating was under way in the gan of the fance probably for closing the gan

25X1B

- 6. The following observations were made at the field between 15 and 26 January:
 - 15 January. No flights were made by swept-back jet fighters. There was a closed cloud base and visibility of 1 to 2 km. Between noon and 4 p.m., two Po-2s practiced local flying, taking off and landing. 16 January. The sky was again overcast and visibility was limited to 1 or 2 km. It thawed and there was a light drizzle. No activity was observed at the field throughout the day.

 17 January. About 30 men cleared the runway of snow during the morning. There was a closed cloud base and fog. No air activity was observed.

Was observed.

18 January. There was no air activity in foggy weather.

19 January. There was a closed cloud base and a visibility of 2 km which became better after 11 a.m. At 9 a.m., the thermometer showed 2 degrees Centigrade above zero. Between 1:30 and 4:10 p.m.

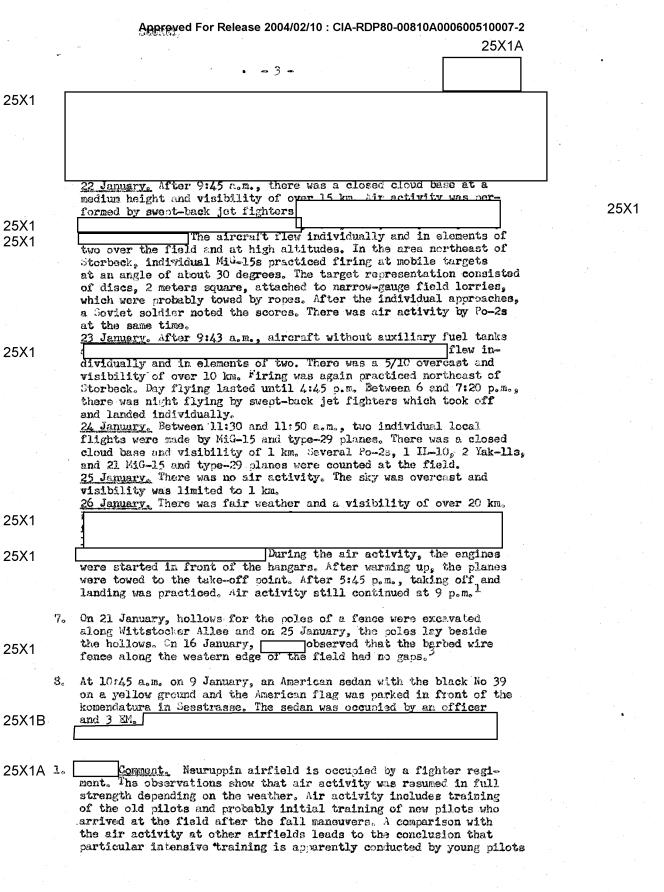
there was air activity by swept-back jet fighter

The aircraft flew individually, in elements of two, at miga arcitudes and approached at heacons.

and approached at beacons. 20 January. There was no air activity in foggy weather.

25X1

SECRET



SECRET

Approved For Release 2004/02/10 : CIA-RDP80-00810A000600510007-2

SECRET

25X1

25X1A 2,

25X1A 3.

			25X1A	
	- 4 =			
at Neuruppin airfield. Po-2s than usual. Fir: for the first time. The much strees on firing	ing at mobile ground his shows that even	d t arget s i s re the fighte <u>r u</u> r	ported	25X1
Comment. Person	nnel were probably litial training of ye	being rotated, oung pilots.	This may be	
Comment. The in	nformation that the wire was also rece			

SECRET